

Today's
Advertisements.

OCEAN STEAMSHIP COMPANY,
FOR SINGAPORE.
THE Company's Steamship
"CENTAUR,"
Captain Bannatyne, will be despatched TO
MORROW, the 25th instant, at 10 A.M.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1898. [78a]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ORESTES,"
Captain Fulford, will be despatched as above
on TUESDAY, the 28th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1898. [78b]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship
"HOHENZOLLERN,"
Captain H. Blesker, will leave for the above Ports
on or about WEDNESDAY, the 29th instant.
For further Particulars apply to
MELCHERS & Co.,
Agents.
Hongkong, 24th June, 1898. [78c]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship
"RAVEN,"
Captain E. Prehn, due here with the outward
German Mail about the 28th instant, will leave
for the above place about 24 hours after arrival.
For further Particulars apply to
MELCHERS & Co.,
Agents.
Hongkong, 24th June, 1898. [78d]

FOR COLOMBO, SINGAPORE, HAVRE
AND HAMBURG.
(Calling at NALLES if sufficient inducement
offers.)
THE Steamship
"DELLA,"
Captain E. Christensen, will be despatched for
the above Ports on or about the 6th July.
This Steamer has Superior Accommodation for
First and Second Class Passengers and carries
a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 24th June, 1898. [78e]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PRIAM,"
Captain Jackson, will be despatched as above
on MONDAY, the 11th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1898. [78f]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [30]

NOW READY!

IN HANDY PAMPHLET FORM.
A FULL, CAREFULLY REVISED and
accurate account of the
INTERPORT CRICKET MATCHES
With a Critique on the Week's play, the
Fetivities connected with the Carnival and the
batting and fielding of the various teams.
PRICE, 50 CENTS PER COPY.
Orders will be promptly attended to by
The Manager
THE "HONGKONG TELEGRAPH"
OFFICE,
No. 6, Pedder's Hill,
Hongkong, 20th November, 1897.

Intimation.



A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manu-
facture are sold throughout the
Far East and are invariably pre-
ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.
The best materials only are used.

THE PRICES are only half those
charged in England.

WATERS MANUFACTURED BY US are
acknowledged by the leading English
makers to be equal to those of their
own production.

SIR EDWARD FRANKLAND, K.O.B.,
D.C.L., F.R.S., &c. the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture:—
"It possesses an extremely high de-
gree of organic purity and is
of most excellent quality for
"drinking."

A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY
ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7]

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 24, 1898.

NOTES AND COMMENTS.

We have it on the authority of Mr. W. S. GILBERT that "a policeman's life is not a happy one," and although the original remark was applied to the British policeman, and a stage one at that, yet it is equally applicable to our local guardians of the peace, and more particularly so in the present miserably wet weather. At home and in other British Colonies the police are supplied with waterproof capes and leggings as well, and in England at all events, they have not the heavy tropical rains to contend with as we have here. In Hongkong, however, the police are apparently considered to be water-proof themselves, for they are only supplied with ordinary cloth capes which are thoroughly saturated by every passing shower, while, as no leggings are supplied to them the drippings from the sodden capes soon transform their boots into miniature water-tanks, and in these wet and uncomfortable garments our police frequently have to spend several hours.

It may be argued that there is plenty of shelter in Hongkong for the police, owing to the local style of architecture supplying verandahs under which they can retreat during a shower. We would beg to point out, however, that these overhanging verandahs are not to be found everywhere, and in many quarters of the city they project so little that they afford no protection whatever against the rain, and at the Peak and in the suburban districts, where buildings are few and far between, the police are exposed to all the vagaries of the Hongkong climate. This constant wetting, and the long hours which the men are obliged to spend in their wet clothes must, we believe, have a very deleterious effect upon the health of the force, and we are surprised that no attention should have been paid to so important a subject. We have before called the attention of the Authorities to the want of waterproof capes and leggings for the police, and we now direct their attention once more to the utter disregard shown for the comfort and health of the men.

REUTERS' MESSAGES.

THE SPANISH-AMERICAN WAR.
LONDON, June 23rd.
The Spanish papers still continue to talk of peace and the *Correo* dwells on the injury that the war is causing to trade and industry.

FRANCE.
M. Sarrien has failed to form a Ministry.
LAUNCH OF THE "ALBION."
H.M.S. *Albion* has been successfully launched by the Duchess of York. When the vessel took the water, the displacement caused a huge wave, which overwhelmed a plunger, whereon three hundred of the working class were located as spectators, and it is feared sixty were drowned. Thirty-two bodies have already been recovered.

THE ADVANCE ON KHARTOUM.
General Sir E. H. Kitchener and most of his officers have started for the front.

THE PLAGUE.

During the 24 hours up to noon, 24th June, a new case and 3 deaths from plague were reported, making the total since 1st January (175 days) 1,495 cases and 1,141 deaths.

LOCAL AND GENERAL.

THE theft of a piece of sandal wood value eighty cents, cost a coolie to-day fourteen days' hard labour.

ENVOYED he left Peking H. R. H. Prince Henry handed the Chinese Emperor the order of the Black Eagle.

A CHINAMAN who probably thought the Botanical Gardens was the famous Garden of Eden was to-day fined \$3 or fourteen days for walking in the place improperly clothed.

THE Manila man charged with unlawfully entering the residence of Dr. On Lee, Ripon Terrace, was to-day fined \$10 or fourteen days for disorderly conduct, no burglarious intent being shown.

AN Imperial decree, dated the 17th instant, appoints Hsu Shu-ming, Vice-President of the Court of Consuls, to the Vice-Presidency of the Board of Revenue vacated by the dismissal of Wang Tung-ho.

A FACTORY for preserving pineapples for the European market, says the *Pingang Gazette*, has recently been started in Baku M. Tajam. It is owned by some local Chinese lowkays, and turns out 800 tins a day.

IN the Police Court to-day, Thomas Bradshaw, K.O.R. was fined thirty-five cents for damaging furniture in a ricksha coolie's house at Kowloon, and for being drunk and disorderly he was fined \$5 or fourteen days.

YU-KING, Chinese Minister to Japan, being about to return home on the expiration of his term of office, Yang I-chih, a member of the Tung-Hi Yamen, will likely be appointed to succeed him at the Court of the Mikado.

P.C. PYNE had three boatwomen up to-day at the Magistrate's for neglecting to exhibit lights on their boats when off Pedder's Wharf at 8.30 p.m. yesterday. This is an extremely dangerous practice and the culprits were to-day fined \$3 each, in default for four days.

A CHINAMAN who went to collect a debt at Tsim-tai-tai barged his creditor on the head with an earthenware pillow when they were on a bed together. A fine of \$10 or one month was imposed and he had also to pay \$7 compensation or go "in" for fourteen days.

A BOILER maker's coolie who struck a comrade on the head with a hammer was charged with assault at the Magistrate's to-day. The complainant is just out of Hospital. Defendant was sentenced to three months' hard labour and Capt. Hastings said that it was lucky complainant had a thick skull or defendant would probably have been hanged.

A CHINESE boatwoman charged with stealing four cases of fire crackers from a P. & O. boat was to-day fined \$45. Mr. Melbourne appeared for the defence. Defendant was "kicking the stuff from the ship to shore and the cases were found hidden in her boat. It is reported that the P. & O. ships suffer very heavy losses through such thefts. P.C. Pyne prosecuted.

THE Russian Government, acting in the name of the Russian Volunteer Fleet Committee, will next year station permanently at Vladivostok or Port Arthur two cisers, which are to be devoted to commercial purposes in time of peace. These vessels are to form the beginning of a large fleet of such cruisers which the Russian Government intends to maintain in those waters. The number is to be increased to six the year after next, and will be considerably augmented later on.—*Times*.

MESSRS. CRAWLEY & Co., agents for the Hamburg-America-Line, inform us, that they have received a letter from the Directors of the H.A.L. saying, that the steamers the company bought of the Kingin-Liao will be rechristened as follows:—

Wally	to Silesia
Ceres	" Suevia
Hertha	" Silesia
Garda	" Silesia
Erato	" Silesia
Kriemhild	" Savola

A GHAZLY tale of the sea comes from Taku. A junk (Nigoppo or Amoy) outside the bar laden with *jammy* rolled and pitched so violently in the heavy weather recently that some of the cargo got loose; while the sailors were trying to fix things up, the *Chuenchu* or skipper lighted some joss paper, they fired the cable and tied to drift alongside of a sailing ship hard by so as to have at least one chance for their lives; they actually did come near, and the few who remained on board made desperate attempts to leap the gap but failed. There was a great sea running and death was inevitable to any one once in it. Twenty-eight souls perished miserably just under the eyes of the sailing ship people who were unable to help in any way. Such is the bare outline of the tragedy.

A NUMBER of opium defaulters were to-day punished in penalties of \$5 each, the amounts of the drug seized being small.

AN American undertaker conducts what he calls wheel funerals for departed cyclists. The cycle hearse is propelled by eight wheelmen, followed by cycle carriages for the aged, the rest being brought up by friends on their wheels.

ALL traders and merchants in the chief towns in India closed at noon on the 28th May, as a mark of respect to the late Mr. Gladstone. At the Armenian Church at Rangoon, a mass was said for the repose of the soul of the deceased statesman.

As the home demand for Chinese labour increases, so does the want of it in Sumatra become more manifest. The Deli Planters' Association are deploring this state of things, but can think of no remedy likely to meet the present case.

THE following is the programme of music to be played by the K. O. L. Band at the Happy Valley to-morrow at 4 p.m.:

Overture "Militaire".....Germel.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.
"Patriotic".....Sullivan.

A WEST-END publican complains that our reference to "West-end grog" in our account of the traces at the Salter's Home may lead our readers to suppose that the liquor retailed at his establishment is of the worst possible description. He assures us that he retails no whiskey which costs less than a dollar a bottle and informs us that it is the twenty and thirty cent liquor obtainable at the Chinese compradore shops by the bottle that is generally at the bottom of these rows.

At the Harbour Office to-day, before Comdr. R. Murray Rumsey, R.N., H. I. Kln, and D. Fitzgibbon A. B. of the British ship *Metropolis* were charged with disobeying the lawful commands of William Richards, master of the said ship. The captain stated that at about 10.30 a.m. yesterday he requested defendants to see all clear and they refused to go into the hold; they said it was too hot. Kln stated that they had been scraping down aloft in the pouring rain. They could not stop down below on account of the great heat. Fitzgibbon said he had the same to say and was willing with the others to go to work in any part of the ship, except the hold. Penalties of 14 day's hard labour each were imposed.

We have received from the Pacific Mail Steamship Company a neat little handbook entitled "Eleven Thousand Miles East and West" which deals with the steamers of this well-known company and the different ports between which they ply. A lot of very useful and interesting information for travellers is contained in this little volume and it is profusely illustrated with reproductions of photographs of scenery from Guatemala to Canton. A capitally executed map of the routes followed by the Company's ships is given and scales of fares to the different ports are appended. The cabin plans of the various steamers show them to be regular ocean palaces and we do not think that intending tourists can do better than to remember this company when deciding what route they will follow.

On her last voyage down from Hankow, says the *Canton Gazette*, a rather alarming incident took place on board the Indo-China steamer *Yuanwei*, Captain Fing. A number of Chinese passengers boarded the steamer as she was leaving Hankow, and the people on board becoming suspicious, and not liking the appearance of the travellers, intimated that they would search their baggage. The individuals objected to this, but three stalwart Sikhs being called or board, the baggage of the newcomers was submitted to inspection, when it was found to contain a large number of revolvers and cartridges, the idea of the amiable travellers apparently, being to "hold up" the vessel upon the first favourable opportunity, and no doubt, they had allies among the passengers on board who would join at the proper moment. But the timely discovery of the arms in their possession frustrated their object, and they were handed over to the authorities to be dealt with.

In the House of Commons recently Mr. Provand asked the Under-Secretary of State for Foreign Affairs whether the port of Wei-hai-wai had been or was to be leased from the Government for military purposes alone, as stated in this House by the First Lord of the Treasury, or on the same terms as Russia had leased Port Arthur and Tientsin, as stated by the Marquis of Salisbury in No. 150 of the recently issued Chinese correspondence, whether our Government had received any later assurances from Russia that Port Arthur and Tientsin would be open to foreign trade like other Chinese ports, as stated in No. 120 of the Chinese correspondence; and whether the despatch from our Government spontaneously intimating to the German Government we would not call in question their right or interests in the province of Shan-tung or lay down railway communication from Wei-hai-wai to the interior and the reply of the German Government thereto, were documents of such a confidential character that they were not to be laid before the House, or if they were to be laid before the House, when this would be done. Mr. Curzon.—Both statements are correct, and there does not appear to be any contradiction between them. The latest Russian assurances as regards Port Arthur and Tientsin are contained in Enclosure No. 2 to 151 on page 64 of the Chinese correspondence. The declaration made by Mr. Curzon's Government with regard to Wei-hai-wai was published at Berlin and has been reproduced in the Press. The reply of the German Government was merely an acknowledgment of the same.—*Times*.

MR. W. A. PICKERING, C.M.G., who is known as an authority on China and the Far East; has written on account of his experiences when "Pioneering in Formosa." With this title it will be published shortly by Messrs. Hurst and Blackett. In his preface Mr. Pickering discusses the present position of Great Britain in relation to the Chinese Empire.

It is rumoured that Prince Ching, the President of the Tungli Yamen, is dead. He was Vice-President of the Ministry of War. He was originally a Prince of the 3rd order, or *Batuk*, and was raised to the 2nd order in 1893. He has held many offices in Peking, and has never been out of the capital, except perhaps to the Eho Park. He has constantly been connected with the Tungli Yamen, and was reported to be a fair-minded man, of somewhat narrow views.

THE CAINE ROAD MURDER.

ADDRESSES OF COUNSEL.

At the Supreme Court this morning in the Criminal Session before His Lordship Sir J. W. Carrington, Chief Justice, and a special jury, the case of *Jédo da Motta Orosio*, clerk, charged with the willful murder of Francisco Xavier de Jesus on the evening of May 9th was resumed. The Attorney General (Hon. W. M. Gormann) instructed by the Crown Solicitor (Mr. H. L. Denney) prosecuted and Mr. J. J. Francis, Q.C., instructed by Mr. E. J. Glin, appeared for the defence.

The special jury consisted of—Messrs. Herbert Smith, J. Orange, S. Hancock, M. C. J. Grose, A. F. Smith, G. Champeaux, J. G. Smith. Mr. Francis addressed the jury when the Court resumed. He said he had stated to them, in his short opening yesterday morning, the nature of the defence, the character of the questions, which, on behalf of the prisoner, he intended to submit to them. He had pointed out that the charge was murder, and involved a finding as to whether the prisoner had killed anyone and whom, under what circumstances and whether the prisoner was acting with such deliberation, with such meditation, as in point of law would justify the character of his act as being murder. He had pointed out that there was no question as to the fact that the prisoner had killed Mr. Jesus, and that the killing was by the revolver produced and in the manner which had been described by the eye-witnesses and by Dr. Jordan and Lawson. Therefore it was clear that the prisoner had killed someone and had killed someone who was a human being. The defence was, as he had already told them, two fold; first, that the prisoner at the time of committing the act was, to use the shortest and simplest word in which the idea could be expressed, insane, not of sound mind, not in possession of his reasoning power, not capable at the time of distinguishing right from wrong, not conscious at the time what was the character of the act that he was doing. The second portion of the defence stated with the assumption that the jury found the prisoner possessed of that amount of reasonable intelligence, that he must be held responsible in law for his act, and then the defence contended, assuming this to be the finding, that the circumstances under which the act of killing took place were of such a character as to justify him in finding that the act was not willful, was not premeditated and was of such a character as would justify them in returning a verdict of manslaughter. Broadly, with reference to the first of these two points, that is to say, what was the state of his mind at the time of the committing of the act, the scope of enquiry was strictly limited. The character of the evidence which had been given related to three periods, totally antecedent to the immediate circumstances which led up to the killing of Mr. de Jesus; that is what may be called the prisoner's life history; secondly all the facts and circumstances which were directly concerned and led up to the killing, and thirdly his mental state. All the evidence of the defence and the argument of Counsel were not for the purpose of proving or disproving to persuade the jury that the man was a raving lunatic, who was not sane, but that his character, his disposition, his life history, showed him to be a man who was eccentric, who was in some respects abnormal who was more open and more liable to attacks of insanity. The fact that the defence was not able to put before them evidence of insanity in prisoner's family or evidence of insanity in the earlier part of prisoner's life, did not constitute the question and did not exempt them from as to whether or not prisoner was insane at the time of the committing of the offence. With reference to the medical evidence that he was not insane at the time of the offence, the jury had to decide whether or not the prisoner was insane at the time of the offence. With reference to the medical evidence that he was not insane at the time of the offence, the jury had to decide whether or not the prisoner was insane at the time of the offence.

On the other hand, the evidence given by Dr. Thomson, Dr. Atkinson and Dr. Lawson had no direct bearing upon the question before them. They had not given any evidence as to whether the prisoner's state at the time of the committing of the offence was of such a character as to justify them in finding that the prisoner was insane at the time of the committing of the offence. Therefore, the whole question of the prisoner's sanity or insanity at the time of the committing of the offence and in connection with the facts arising out of the whole circumstances which put together constituted the history of the offence, the history of his acts which immediately led up to that offence. They had heard from the evidence that it was perfectly possible that offence might be insane when committing an offence but might show no signs before and after. In asking them to investigate the facts connected with this case Counsel felt and recognized that he was imposing a heavy duty on them. They must consider the case on the evidence apart from any consideration of the consequences, a sentence of death on the one side, and a sentence of confinement for life in the lunatic asylum on the other, and Counsel only pointed out to show the gravity of the case. All the evidence for the defence showed that there was some tendency in the prisoner to insanity and the question was whether he was or was not insane at the time or whether his tendency had or had not developed into actual disease. The prisoner had been consulting Miss Portia for the last three years and only became formally betrothed or engaged towards the close of last year or beginning of this year. On May 9th the wedding day had been fixed, and the necessary arrangements made for the marriage and the necessary fittings of the house which came into her sphere of operations. Unfortunately he had taken advantage of Miss Portia's love of him and had seduced her over a year ago, and this, Counsel thought, the jury could have no doubt about. Long afterwards he had an absolutely extraordinary, hopelessly unreasonable idea of the unfaithfulness of the girl. He had not one single shadow of ground for his suspicion except his absurd ideas which he had conceived from pseudo medical books. Was that man labouring under a delusion or not? Since March he had been constantly thinking over that matter. Under a delusion in connection with that matter. He never had a quarrel nor a single difference with Mr. de Jesus and he had never had in mind

that there was any connection between Mr. de Jesus and Miss Portia. Were not the insane letters and also the composing of letters in the secrecy of his room and office which were sent to a strong indication of the overbearing nature of prisoner's delusion and that this thought was occupying his mind to the exclusion of all else. Prisoner was under the influence of that delusion which was growing, increasing in magnitude, in volume, in intensity day after day, until it was so great that he was contemplating suicide. The burden which he had to bear, an imaginary burden put upon his shoulders by himself, was becoming too great a burden for him, and in his letters he deliberately contemplated suicide and went so far as to ask people at the Court to take his life. In one of the letters he threatened murder as well as suicide, but who would be murdered? It was not that he would murder Mr. de Jesus but that he threatened to murder and mangle the man who had disgraced her. That person he never knew and according to the letters he had never listened his suspicious on any person and the impression given to Dr. Atkinson was that he was suspecting the medical man. Vague threats of murder it he had known the person, amounted to nothing. If he had been told by outsiders that it was so and so and if he had fixed his suspicious on Mr. de Jesus, however unfounded they might be, it would be a different matter, but he never had a shadow of a ground for suspecting anyone to any definite extent and the most definite suspicion that he had was fixed on the medical man and not on Mr. de Jesus. The revolver was taken to the house in the same condition as when it was handed to him at Lane Crawford & Co's. They should remember that the box was opened only at Miss Portia's request and the only fair and the only just inference was that whatever prisoner did afterwards, he had no intention of using the revolver on that particular evening, in that particular condition. The man was reduced to a state of mental weakness that the state of mind was probably intended to induce the girl to disclose the identity of her betrayer. Counsel submitted that prisoner was a monomaniac when he shot Mr. de Jesus and made use of the revolver without knowing anything of what he was doing or having the faintest conception of what was the nature of his act at the moment. When he committed that act was sane, was he in possession of his reasoning faculties, was he conscious of what the consequences were? According to what he told Dr. Atkinson he did not know why he shot Mr. de Jesus. Counsel would not say that Mr. de Jesus had caught hold of him or struck him but he put it that it was quite probable that Miss Portia and the other witnesses described prisoner's actions in the way that they did; it was only natural that they should do so and make it out that he was a non-prosecuting party. Was it natural, was it probable, and any one short of a Saint would, under the circumstances, have gone quietly into the verandah and addressed prisoner in a quiet manner? It was probable that Mr. de Jesus went up and closed with prisoner in a hostile manner, which was absolutely certain from the appearance of the charging on the sleeves of his coat and shirt. Counsel put it that supposing prisoner was reason to believe that Mr. de Jesus was going to attack him and that he was showing with the idea of resisting an attack about the shoulders upon him. Counsel put it that the firing of the revolver was absolutely an insane impulse which it was impossible for him to resist at that moment. With reference to the witness, Xavier Counsel asked them to reject his evidence wholly and entirely on account of certain discrepancies. The prisoner had a tendency to weakness in his mental constitution and that he was the victim of a delusion, the result of his own disordered passions and of his uneducated reading of the medical books. With reference to Miss Portia he had under the influence of this delusion an utterly one-sided view of the case, one of the most violent passions that could affect or afflict a man. That jealousy was founded on one single fact of fact and he had no tangible object to which to fix his suspicions. He did not suspect Mr. de Jesus of betraying him. His name might have been mentioned as a possible person, but so was the medical man, and the suspicion was more on the medical man. Counsel submitted that the act of shooting Mr. de Jesus was not the result of jealousy but that it was an insane impulse arising out of his disordered state of mind, evidenced by this monomania, evidenced by his depraved state of mind and evidence of his whole conduct towards Miss Portia and towards others during these two months, which was probably influenced and brought to a head by actual personal assault upon him by Mr. de Jesus or by the fear of an assault. Counsel invited the jury to find, as a matter of conscientious opinion on the evidence before them that the prisoner did not, at the time he was firing the shot, know what he was doing and was in such a state of mind that he could not be held responsible for his act, that in consequence of this monomania he was in such a state of mind, such a state of body, that his act was simply an impulsive act of wild rage, of wild unreasoning, and whatever his state of mind was "clear or after, he was then an absolutely mad man. These were very serious and grave questions for the jury's consideration and Counsel did not think that it was necessary for him to ask them for their most serious doubts in their minds as to whether or not the prisoner was in a position that evening to exercise his understanding powers, then the prisoner was entitled to have the benefit of the doubt.

The Chief Justice.—Of course I shall direct the jury that the onus of proof lies on the defence.

such a fashion that he loved he was about to be attacked, and in an unreasoning impulse fired the shot. Counsel thought it probable that if they were not able to find a verdict for the prisoner on the first point, they would find a verdict for him on the second point, that is whether he was in fact killed, premeditated murder or whether it was the result of actual provocation. He pointed out to the jury that the prisoner was not a man of a violent temper, and that he was not a man of a violent temper, and that he was not a man of a violent temper.

Mr. Francis concluded at 1 o'clock when the Court adjourned till 2.15 p.m. When the Court resumed the Attorney-General addressed the jury. He said, he thought the defence very elaborate, but the case was a very simple one and was an ordinary case of murder. He pointed out that a verdict must be given, that is, guilty or not guilty of murder. As to manslaughter there was nothing whatever of it. He submitted that there was no evidence whatever of delusion. This was a case of simple murder and he submitted that the defence had entirely failed. In conclusion the Attorney-General said that in spite of the eloquence and ability of his learned friend this was only an ordinary case of murder, the jealousy of a young man of a girl whom he had corrupted.

The Attorney-General concluded at 3 p.m. when the Chief Justice summed up. His Lordship said he could not help thinking that the two defences were not quite consistent with one another and he proposed dealing with them separately. His Lordship pointed out to the jury the law in the case. The evidence for the defence might be considered remarkable for what it did not contain, it did not contain evidence of medical men.

His Lordship went through the facts of the case at great length and concluded his summing up at 5.18 when the jury retired to consider their verdict.

THE VERDICT.
The jury returned in about six minutes with the unanimous verdict of "Guilty."

In answer to His Lordship as to why sentence of death should not be passed, the prisoner, (who was weeping bitterly) through the interpreter said:—

I asked my friends to accompany me to the house of my sister. The old woman, and the lady's daughter would not allow her. The Chief Justice:—Explain to him we do not want an account of what happened. Has he got anything to say why sentence should not be passed.

Prisoner:—I wanted to say to that the public may hear me.

The Chief Justice:—Have you got anything to say why sentence should not be passed.

Prisoner:—I am not guilty. If I had killed him I did not know how it was, I have lost my mind and I lost my head at the time the firearm was fired. Nothing else I can say, otherwise it will break the hearts of all here.

SENTENCE OF DEATH.
The Chief Justice then assumed the black cap and said:—*Je décline* Ours, you have been found guilty, on what I take to be very clear evidence, of the death with which you are charged. You have had a long and careful trial with a full and able defence by your learned counsel. I am not going to make remarks on your crime because I do not wish to give you more pain. I will only beg you to endeavour by expiation to make your peace. (Prisoner:—I need not, because my conscience is free.) The sentence of the Court is that you will be taken to a place where you will be detained and then to the place of execution, and that you be there hanged by the neck until you be dead, and that your body be buried in such a place as His Excellency the Governor so order, and may the Lord have mercy on your soul!

His Lordship thanked the jury who he said would be exempt from serving for nine months if they wished.

The prisoner was then removed and taken to the Gaol in a chair under guard.

THE WAR.
(News by the Australian Mail.)
(By Cable.)

LONDON, June 23.
President McKinley has been reviewing at Tampa the American troops for the Cuban campaign.

Mr. Alger, the American Minister for War, has informed the Commander-in-Chief, General Miles, that the preparations for invading Cuba are yet incomplete, but the Government were expediting the necessary equipment for the troops.

A large percentage of the volunteers have no guns and many have no uniform.

The weather has been very bad in Cuba recently, and a heavy rain has been falling in torrents, causing violent yellow fever.

It is estimated that the war has already cost America 375 million dollars.

LOSS OF THE "FOOCHI"

One of our native contemporaries gives some particulars of the wreck of the Chinese cruiser near Port Arthur recently. The vessel, which was called the *Foochi*, left Chefoo for Port Arthur at daylight on the 8th inst. She had a crew of 740 and about a dozen passengers. A heavy storm and a dense fog came on in the course of the day, and when the vessel arrived off the port about 4 p.m. she let go her anchor, because, since Port Arthur was leased to the Russians, no Chinese ship has been allowed to enter without obtaining the special permission of the Russian authorities. The day having been overcast the ship apparently was not perceived from the shore. At any rate her captain could obtain no communication with the land, and the harbour officials did not come near her. In fact could not come near her, as they usually do. Under these circumstances the captain was afraid to go outside and decided to remain where he was outside the entrance to the harbour under reduced steam. The storm increased towards night, and the vessel was carried over opposite the Lantai hill, where she went ashore on the morning of the 9th, and immediately split up into three pieces. The Russians were not able to render any assistance on account of the heavy weather, and all on board were drowned with the exception of four persons. The occurrence is a melancholy commentary on the stringency of the Russian administration in their new acquisition.—*China Gazette*.

TAIWAN.

The following interesting notes are from a private letter just received in Shanghai:—

"This port (Tainan) will not be opened to foreigners for three years. The harbour is to be dredged to the depth of 16 feet and is to cost 2,600,000 taels. There is to be a breakwater to the harbour, and landing stages which will cost 1,400,000. On the north part of the harbour the stages will be for the use of Chinese, and the south for foreigners only. All lands about Tainan and Port Arthur are being bought up by Russia, value as per title-deeds, and sale is made compulsory."

Russo-Chinese Railway. From what I can find out the Chinese will build a line from Tainan to Tientsin, and also branch off to Keelung and Kien New-hwang. This line is I believe wholly in the hands of the Russians, and it is they who supply all the money.—*N. C. Daily News*.

A CUBAN TALE.

Two Cubans are now in Java, whither they had come on matters connected with sugar-growing. They had much to say of Spanish cruelty in their native land. They told, for instance, of how, in the previous insurrection, some Spanish soldiers were scratched with a diamond in the shape of a window in a school, words insulting to Spain. They asked for the name of the writer. None of the boys in the school would tell. The Spaniards took and shot twenty of the oldest boys in the school—aged from 17 to 18 years. Among them was the son of the richest Spaniard in Santiago de Cuba—a loyalist to the core. To save his son, this Spaniard offered to the Government the land's weight in gold. Then he offered one million dollars—but all in vain. All the other rebels, 50 to 60 in number, were sentenced to rigorous imprisonment, says the *Economist*.

THE ACHEEN WAR.

On the 24th June, the Dutch troops operating in Fedir, advanced to Beurrencong, with the loss of one troop killed, and three privates wounded. At Beurrencong, the Dutch forces were received by Bletara Kemangan, a prominent Pedir chief.

On the 24th, the troops advanced to Chet Moorog.

That same morning, Umar, the principal commander of the Achinese, had fled in the direction of Mampeit.

The troops, however, had an encounter with the rear of Umar's bands, close to Gish Tibah. On the same day, the Dutch forces marched by way of Trenggeng Padang and Kemala Nicheit to Kemala Rajah, where the titular Sultan of Acheneh holds his court.

The enemy were driven out of the hilly country to the left of Kemala Rajah.

The Achinese left twenty dead behind. The Dutch loss was four wounded.

On the 19th, the Dutch continued advancing and reached Kota Mehtareum.

OUR NEW "DESTROYERS."

The Admiralty, from all reports, is wide awake at present to the growing importance of the destroyer in naval warfare. Little by little, says the *Morning Post*, a formidable fleet of destroyers is being gathered together in home waters. "Some of these little vessels have been sent, it will be remembered, to the Mediterranean and others to the Pacific, the North American and West Indies and China stations, but the home ports—where they would be most needed in order to deal with torpedo boats in time of war—have to have an increased number. Seven new destroyers, for example, are to be attached to the Devonport command as soon as they are out of the builders' hands, and the first has already arrived at the Western Yard. Six of them will be 30-knot boats, but the seventh the *Express*, is to have a speed of 33 knots, something over 37 miles. More than one authority has insisted recently on the lack of permanence of type of our battleships, and has pointed to the possible future of the destroyer. Apparently, however, these critics do not see that the present destroyer should be so modified as to furnish another starting point for the ultimate evolution of the battleship. But it is quite possible that the destroyer may supersede the torpedo-boat and hardly improvable that she will do so."

PLAGUE INOCULATION.

RESISTANCE AT COLOMBO.
The proposal of the Ceylon Government that the officials and employees of Colombo Harbour, who are liable to come into contact with vessels from infected ports, should be inoculated with plague serum, has resulted in a fiasco. The refusal of the pilots to be inoculated, however, was followed by refusals from the Harbour Police and all the boatmen, and the only two who presented themselves to Dr. Thomas to have the serum injected were: Mr. Lionel Lee, the Principal Collector of Customs, who went as an example to the others, and the Assistant Port Surgeon, Dr. Allen. There seems to be a general feeling among the subordinate Harbour officials that the step proposed by Government is unnecessary. The two officials who have been inoculated and the operation a failure because of the weakness of the plague serum.

THE LOSS OF THE S.S. "MECCA"

A PASSENGER'S EXPERIENCES.
Apropos of this regrettable occurrence Sergeant Butler, 2nd Staffordshire Regiment, returning to rejoin his regiment in Burma, after the frontier campaign, gives a graphic narrative of his own and Sergeant Hall's experience. After describing the collision pretty much as already telegraphed, he continues:—The Second Engineer came running up, and said "We are sinking. You two soldiers see what you can do to help." We tore the canvas off the boats, and assisted to launch one of them. A lot of native passengers got into the boat. The Captain then told us to go in her to work her, and also sent the Third Officer. We got down by the rope into the boat, and they handed down to us six women and two children. We cut the falls which had got fouled, and I looked round and saw Sergeant Hall in the water. I was holding the life buoy as a buffer between the boat and the ship. I dropped that, and went to the stern of the boat and pulled him in. I pushed her off with the oar. Some more natives jumped for the boat, nearly upsetting her. Two or three succeeded in getting in. We then searched for and found the tiller, and asked the Third Officer to steer, and to give directions what to do. He told us to get out on our own. We did, but could make no way. When we had drifted about a mile away from the *Mecca* she sank. There was very heavy sea running all the time. The Third Officer then told us to try to set sail. We did so, but after about half an hour the wind carried away the mast. We managed to get into the boat again and set a certain amount of sail by lashing the spits to the seat. We had up to this been about five hours drifting. We now got the boat under control. Then we discovered we had sprung a leak, and that there was about two feet of water in the boat. The Third Officer told us to beat the water out with the life-boat. We then began to bail. I tried to get the natives to help, but they would not. We got the water under, and about 4 o'clock, after being about nine hours in the boat, we got alongside the *Lindula*. We fouled her propeller, but by the aid of the life lines towed the boat to her lee side. They let down lines and a ladder to us. The natives at once rushed to the side of the boat to seize them and capsized her. The *Lindula's* life-boats were already down and picked up as many as they could, including Sergeant Hall and two women and the Third Officer, who were clinging to the overturned boat. I had swum to the side of the ship, and the life-boat took me in also. I was too exhausted to climb up. Two more boats arrived after we did.—*M. Mail*.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on ten years' observations to 1895.
Barometer 29.867
Thermometer 75.2
Humidity 82.0
Rainfall 15.0

TO-DAY.
WEATHER REPORT.
On date at On date at
10 a.m. 4 p.m.
Barometer 29.54 29.62
Thermometer 83 82
Humidity 83 88
Rainfall 0.40

TO-DAY.
Friday, 24th June, 1898.
Midsummer Day.
(St. John the Baptist.)

Chinese—6th of 5th moon of 24th year of Kuang-shi.
Sun—Rises 5hr. 20min.
Sets 6hr. 41min.
High water—Morning 1hr. 18min.
Evening 5hr. 0min.
Low water—Morning 4hr. 51min.
Evening 11hr. 51min.

ANNIVERSARIES.
1571—City Council of Manila constituted.
1859—The Austrians defeated by the French at Solferino.

1874—The Chinese merchants of Hongkong petitioned H.M. the Queen re the Customs Blockade.

1880—The Po Lung Kuk Society formed.
1894—Assassination of M. Carnot, President of the French Republic.

TO-MORROW.
Saturday, 25th June, 1898.
Chinese—7th of 5th moon of 24th year of Kuang-shi.
Sun—Rises 5hr. 20min.
Sets 6hr. 41min.
High water—Morning 1hr. 30min.
Evening 5hr. 11min.
Low water—Morning 4hr. 25min.
Evening 11hr. 37min.

ANNIVERSARIES.
1843—Treaty of Nanking exchanged.
1846—Corn Laws repealed.
1859—The British fleet defeated by the Chinese at the Pei-ho River.

1861—Order of the Star of India founded.
1863—Attack on the British Legation at Tokio.
1874—Treaty between China and Peru.
1896—Li Hong-chang visited Prince Bismark.

SHIPPING AND MAIL NEWS.
MAILS DUE:
American (*Doris*) 26th inst.
Indian (*Catherine*) 27th inst.
German (*Bayern*) 29th inst.
Australian (*Guthrie*) 30th inst.
Canadian (*Empress of Japan*) 12th prox.

The Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the Company's steamer *Calicut* is expected from Calcutta, left Singapore for this port on the afternoon of the 21st inst.

The Nippon Yusen Kaisha's steamer *Tokio Maru* (Australian Line) left Nagasaki for this port this morning, the 23rd, and is expected to arrive here on the morning of the 28th inst.

The Imperial German Mail liner *Bayern*, carrying the German mails with dates from Berlin of the 30th ult., left Singapore for this port at 4 p.m. yesterday, the 23rd, and may be expected here on or about Tuesday, the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Lindora Port at Kowloon Dock
Felkoo " " "
Ningchow " " "
Venus " " "

NO BUILDING BIG ENOUGH.

Probably the two women whose names we are about to mention (by their good will and consent) never saw or even heard of each other. A broad bit of sea-water rolls between the place where they severally live. Still, the world is getting smaller every day, and it is quite possible they may meet, if they do, they will have a common subject for a talk. Without waiting for that, however, we will let the reader into the secret (so far as it is a secret) right on the spot.

The first lady to be named resides at Bishop's Norton, near Kirtton, Lindsey, Lincolnshire, and in a letter dated the 10th of the blustering month of March, 1898, she says, "I trembled from head to foot."

This would scarcely be worth mentioning if it had been simply the first of a long series of letters bound to pass off in a few minutes. But it was not for a long time and did not arise from a fight or from any other form of excitement. It meant sheer weakness and a wholesale upsetting of the nerves. "I was constantly sick and dizzy," she says, "and had a dull pain between the shoulders. I had no appetite, and the effect of what little I did eat was so bad and gave me so much distress that after a time I hardly dared touch any food or drink. During this period I may just mention that I was terribly constipated, intervals of ten days sometimes elapsing between the actions of the bowels. No laxative or enema availed to relieve this condition, and I became more feeble and prostrated day by day. My illness began in August, 1892, and after four months' suffering I was completely cured in my misery. I often found it was not necessary for me to take quite one bottle. If any one who reads this little statement of mine wishes to know more about my case, I will gladly answer inquiries. (Signed) Mrs. M. G. Walcott."

The second lady, writes from her home No. 12, Morgan's Buildings, College Road, Cork, dating her letter the 27th of the sunny month of June, 1898. She says, "Everything was a trouble and a burden. For nights together I got no sleep. I couldn't bear the noise of the children. I had not desire for company. I wanted to be alone in my misery. I often thought I wish she was a life-boiler. I was in this way for nearly twelve months."

Now this was bad, very, very bad. When a woman cannot bear the noise of her own children—which of all noises is least observed by a mother's ear—why, her nerves are, as we might say, all gone to pieces. And, inasmuch as the nerves are only a part of the body, it follows that the whole system is really out of order. And so it was. "After some time," she says, "I came on in October, 1890. It was marked by failure of the appetite, pain and weight in the chest after eating, a sinking feeling at the pit of the stomach, biliousness, flatulency, and other signs with which the readers of these articles are so familiar."

Of the progress of the malady and how low it reduced her she has already spoken. The end of it all—a happy end, thank Mercy—was like this. "In September, 1891," she adds, "my husband persuaded me to try a medicine he had heard and read so much about. I did so, and soon found relief that none of the other medicines I had used were able to give me. My lost appetite came back, and my food digested easily and strongly. And so it was. I was told that I continued taking the medicine, and soon I was well as ever. I was in my life and have said nothing since. Yours truly, (Signed) Mrs. Lucy Carroll."

Women, like men, never agree on all the topics which come up in conversation. It would be a dull world if they did. But as it is, we are glad that they were afflicted with the same complaint—indigestion and dyspepsia; and that Mother Selig's Curative Syrup, which restored them both to health, is one of the very best friends in time of trouble that their eyes ever had.

And what is more, if all the women in this Kingdom who suffer the same were collected in one meeting, no building could be found big enough to accommodate them.—*Ad.*

Intimations.
HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE is hereby given that the NINTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 27, Queen's Road, on TUESDAY, the 5th July, at Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts for the year ending 31st March, 1898, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to 31st proximo, both Days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th June, 1898. [748]

CARBOLINUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ant, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [119]

F. CAZANOVE,
BORDEAUX.

GOLD MEDALS
Bordeaux, 1892, Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This LIQUOR is employed with success to restore the FORGOTTEN OF THE STOMACH AND FACILITIES THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
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CREME DE MANDARINE.
AVERINE ANISETTE SUPERFINE.
Apply to Messrs. DODWELL, CARLILL & Co.
Hongkong.
Agents for LAENDLER & Co., Paris.

WORTH A GUINEA A BOX.
BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.
Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the Colony of the following Vessels during their stay in Hongkong Harbour:—
WATKINS & CO.,
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Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

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EXCHANGE LINES, \$30 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

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BATTERIES,
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SWITCHES,
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WIRE, &c., &c.

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Estimates given for all kinds of Electrical work.

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NOTE ADDRESS:—11, PRAYA CENTRAL.

For full particulars &c., &c., Apply to,
W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [155]

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No. 6, 1st House Street, Praya Central.

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Tokyo Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Imperial Government Paper Mills, Japan,
Cosmos Cleaning and Wkg. Co., Shanghai,
Onoda Cement Company, Japan,
Kanagatani Cotton Spinning Mill, Japan,
The Milke Cotton Spinning Mill, Limited,
Tokyo Cotton Spinning Mill, Japan,
Hayashi Clock Factory,
Hongkong, 11th December, 1895. [745]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLARKE, HUMBER and GLADIATOR CO., LD., DUNLOP TYRE'S BICYCLES—PRICES—\$185.
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Telephone: 2001 September 1898. [742]

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A PAMPHLET containing the Series of Articles by the *Telegraph's* Special Correspondent entitled
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ALSO
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PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH" OFFICE.
No. 5, FODDER'S HILL,
Hongkong, 18th March, 1898.

NOTICE.
NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crew of the following Vessels during their stay in Hongkong Harbour:—
HAWTHORN BANK, Brit. Bk., Greig—Shawes, Tones & Co.

CONSIGNEES.
HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE.)

NOTICE TO CONSIGNEES.
FROM HAMBURG, ANTWERP AND SINGAPORE.

THE Steamship
"ASTORIA,"
having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No claims will be admitted after the Goods have left the Godowns and all claims must be sent in to the Office of the Undersigned before Noon on FRIDAY, the 24th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 25th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & Co., Agents.

Hongkong, 18th June, 1898. [768]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "MOGUL,"
FROM PORTLAND, YOKOHAMA AND KOBE.

THIS steamer has brought Cargo by S.S. "COLUMBIA" from TACOMA and VICTORIA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Consignees.

HAMBURG-AMERICA LINE.
(EAST ASIATIC SERVICE.)

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Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 27th June, at 4 P.M.
TOKIO MARU	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 1st July, at Daylight.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 5th July, at 4 P.M.
MATSUYAMA MARU	KOBE and YOKOHAMA	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHIFU, CHEMULPO, NAGASAKI, FUSAN and GEMAN	FRIDAY, 8th July, at 4 P.M.
RIOJUN MARU	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th June, 1898.

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ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anaemia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

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THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of a chronic and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

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THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON & Co.

Hongkong, 1st September, 1898.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.
THE Company's Steamship

"HINSANG,"
Captain M. Crockett, will be despatched as above TO-MORROW, the 25th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 24th June, 1898. [776]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUTSANG,"
Captain R. C. D. Bradley, will be despatched as above TO-MORROW, the 25th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 24th June, 1898. [774]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"WOOSUNG,"
Captain T. Towson, will be despatched as above TO-MORROW, the 25th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd June, 1898. [773]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"AFRIDI,"
will be despatched as above on the 25th June, 1898.
S.S. "PATHAN" about 15th July, 1898.
S.S. "MACDUFF" 31st July, 1898.
S.S. "SIKH" 13th Aug., 1898.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
General Managers.
Hongkong, 21st June, 1898. [498]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG,"
Captain Robson, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
General Managers.
Hongkong, 23rd June, 1898. [785]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON AND MELBOURNE.
THE Company's Steamship

"TSINAN,"
Captain Ramsay, will be despatched on THURSDAY, the 30th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions, during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1898. [778]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ST. NINIAN,"
will be despatched as above on or about the 1st July.
To be followed by
S.S. "CRAIGEAR," on or about 20th July, 1898.
S.S. "FORTUNA," on or about 5th August, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th June, 1898. [733]

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)
FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)
THE Company's Steamship

"ARMENIA,"
Captain Magin, will be despatched for the above Ports, on MONDAY, the 4th July.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd June, 1898. [772]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOYUNE,"
Captain R. Conrad, will be despatched as above on or about the 13th July.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 22nd June, 1898. [784]

SAILING VESSEL.

FOR SAN FRANCISCO.
THE 100 A British Ship

"HAWTHORNBANK,"
Greig, Master, will leave here for the above port and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th June, 1898. [744]

Mails.

Mails.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for STRAITS and BOMBAY, &c., TO-MORROW, the 25th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 24th June 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon July 2.
Victoria... 3,717 | J. Trubridge July 19.
Olympia... 2,608 | T. H. Dobson Aug. 6.
Astoria... 5,305 | J. Peaton, R.N.R. Aug. 23.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

* Mogul... 3,654 | C. H. Butler June 27.
Bramar... 3,601 | E. Porter Aug. 13.
Mogul... 3,654 | W. H. Wright Sept. 10.
Columbia... 2,605 | A. G. W. Oct. 1.

* VIA VICTORIA, B.C.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 17th June, 1898. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern Wednesday | 20th July.
Prins Heinrich Wednesday | 17th Aug.
Darmstadt Wednesday | 14th Sept.
Friesland Wednesday | 12th Oct.
Sachsen Wednesday | 9th Nov.
Bayern Wednesday | 7th Dec.
Prins Heinrich Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic Measurement.

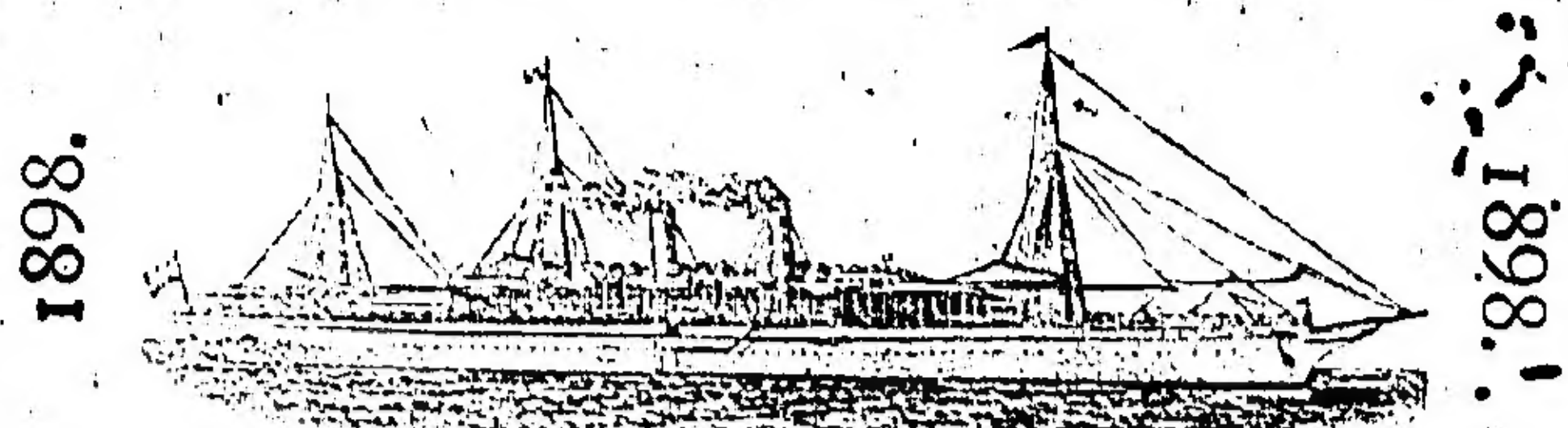
The Steamer "Has" splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd June, 1898. [783]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.

EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.
Hongkong, 22nd June, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th July, at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Aug., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full, and name will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 17th June, 1898. [3]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Azteco (via Nagasaki, Kobe and Yokohama) Saturday, 25th June, at Daylight. (For Cargo only.)

Gihyo (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th July, at Daylight. (For Cargo only.)

Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th Aug., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Steamship

"AZTECO,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on SATURDAY, the 25th June, at Daylight, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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